

Master Development Plan for the TxDOT North Tarrant Express Project Segments 2-4

Chapter 7: Facility Integration Plan



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7. Facility Integration Plan

This chapter discusses the planned TxDOT and other public and private entity projects that will potentially impact NTE Facilities, both positively and negatively. To put the Project in context with the surrounding roadway network, the chapter begins with a description of the existing routes making up the NTE Segments as well as alternate (competing) routes. This is followed by tables and maps describing proposed improvements to the roadway and rail network through 2025, along with anticipated impacts on the Project and necessary accommodation, if any.

7.1 NTE Managed Lanes – Existing Routes

The existing routes which will form part of the NTE Managed Lanes are described below.

Interstate Highway 35W

IH 35W is a four-to-six-lane divided interstate highway, which represents the western half of IH 35 through the DFW Metroplex. The southernmost section begins at Hillsboro, south of Fort Worth, where IH 35 splits into two branch routes, IH 35W and IH 35E. IH 35W runs in a north-south direction for 85 miles and passes through Fort Worth before rejoining with IH 35E to become IH 35 in Denton (north of Fort Worth).

Fully grade-separated interchanges are provided along the route, with the major interchanges being:

- IH 20 in Edgecliff (south of Fort Worth);
- IH 30 in Fort Worth; and
- IH 820 in Blue Mound (north of the Fort Worth Central Business District).

Interstate Highway 820

IH 820 is a divided interstate highway with four-, six- and eight-lane sections. IH 820 serves as a loop (approximately 35 miles in length) around the city of Fort Worth and some of its adjacent cities. A portion of IH 820 in the northeast quadrant is routed concurrently with SH 121 and SH 183.

Several fully grade-separated interchanges are provided along the route, with the major interchanges being:

- IH 30 – two locations – one in White Settlement (west of Fort Worth) and another east of downtown Fort Worth;
- IH 20 – two locations – one in Benbrook (southwest of Fort Worth) and another in Kennedale (southeast of Fort Worth);

- IH 35W – two locations – one in Edgecliff (south of Fort Worth) and another in Blue Mound (north of Fort Worth);
- US 287 to the west of Lake Arlington (southeast of Fort Worth); and
- SH 121 and SH 183 in Richland Hills (northeast of Fort Worth).

State Highway 183

SH 183 is a six-to-eight-lane state highway, approximately 36 miles long, running mainly in an east-west direction between Dallas and Fort Worth. The most heavily used section of the route is designated as Airport Freeway where it feeds the southern entrance for Dallas-Fort Worth International Airport. SH 183 also serves as a partial loop in the Fort Worth area.

Fully grade-separated interchanges are provided along the route, with the major interchanges being:

- IH 20 and IH 820 in Benbrook (southwest of Fort Worth);
- IH 30 in Westover Hills (west of Fort Worth);
- IH 820 and SH 121 in Richland Hills (northeast of Fort Worth); and
- IH 35E and US 77 in Dallas.

7.2 Alternate Routes

East-West

Alternate east-west routes competing with the NTE Managed Lanes include SH 26 and SH 121. These two highways are simultaneously feeder routes and competing routes.

SH 26

- South of IH 820, direct route between Fort Worth and northeastern suburbs (bypassing Segment 4)
- North of SH 121/SH 183, alternate route to airport, Lewisville and northern Dallas suburbs (bypassing Segment 2E)
- Feeder route connecting to Segment 1
- Two lanes in each direction, separated either by concrete or grass median strip, or center turn lane
- Includes traffic signals and grade-separated interchanges
- Carries about 23,000 vehicles per day (vpd) north of IH 820/SH 183 and 11,000 vpd to the south of IH 820/SH 183, according to 2006 screenline counts.
- Competes with SH 121, south of IH 820

SH 121

- Freeway link between DFW Airport and central Fort Worth
- Feeder route to NTE Segment 2W Managed Lanes
- Connection to Segment 2W General Purpose Lanes means that SH 121 also serves a competing route
- Two to four lanes in each direction, separated by concrete median strip
- Contains grade-separated interchanges; does not contain traffic signals
- North of Segment 2W (SH 121/SH 183), SH 121 carried 109,000 vpd in 2006, while at the GP lanes section it carried 187,000 vpd
- Competes with IH 30 and IH 20

Except for the improvements to GP sections of SH121 along Segments 2W and 4, there are no major planned improvements to SH 121 or SH 26 that would greatly impact traffic volumes on NTE.

IH 30

- Alternate and most direct route between the downtowns of Dallas and Fort Worth
- Three lanes in each direction, divided highway
- Contains grade-separated interchanges; does not contain traffic signals
- Competes with IH 20 and SH 121

IH 20

- Alternate route between Dallas and Fort Worth
- Four lanes in each direction, divided highway
- Contains grade-separated interchanges; does not contain traffic signals
- Competes with IH 30 and SH 121

North-South

Alternate north-south routes competing with the NTE Managed Lanes include:

Business 287 (Saginaw Blvd. / N. Main)

- Alternate route into Fort Worth from the northeast

- Two lanes in each direction, separated by center turn lane or concrete median strip in some places
- Contains traffic signals near Fort Worth, as well as grade separated interchanges
- Competes with 35W

Blue Mound Road / FM 156

- One to two lanes in each direction, mostly undivided
- Traffic signals close to Fort Worth, grade-separated interchange with IH 820
- Runs parallel to, and therefore competes with IH 35W

US 377/Denton Highway

- Two to three lanes in each direction, separated by a center turn lane
- Contains traffic signals and a grade-separated interchange with IH 820
- Runs parallel to, and therefore competes with IH 35W / US 287

Route 26

- As detailed under “East-West Routes”

7.3 Network Changes – 2007-2025

NTEMP24 has examined the roadway improvements that have occurred on the roadway network in the study area since the traffic model was originally calibrated to 2006 traffic conditions. NTEMP24 has also reviewed the projects programmed into the Mobility 2030 Plan – 2009 Amendment developed by the North Central Texas Council of Governments (NCTCOG), the TxDOT Unified Transportation Program (UTP) and the NCTCOG’s Transportation Improvement Program for potential impacts (both positive and negative) on proposed NTE Facilities.

Positive impact is defined as an improvement to highway infrastructure that will enhance traffic flow to NTE Facilities. Negative impact is defined as an improvement to highway infrastructure that provides an alternative route and thereby potentially diverts traffic away from the Project.

Impacts of current and future improvements have been integrated into the traffic modeling for the NTE Project, embedded into the results presented in Chapter 4 and taken into consideration during preliminary design.



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The projects are presented in tabular form and also in maps. Each project is assigned a Project ID in the leftmost column of Tables 7-1 to 7-4. This ID refers to the project's location on the Facility Integration Plan Reference Maps in Figures 7-1 to 7-4.

7.3.1 2007-2009

Table 7-1 describes the roadway improvements that have occurred on the area network since the traffic model was originally calibrated to 2006 traffic conditions. The locations of these network changes are mapped in Figure 7-1.

Traffic Impacts: The 2007-2009 network changes are expected to have only a minimal traffic impact on the proposed NTE Facilities.

Accommodation / Coordination: These projects were taken into account in the traffic modeling, but no other accommodation is expected to be necessary.

Table 7-1: Roadway Improvements 2007 to 2009

Project ID (see Figure 7-1)	Road Name	Road Section		MTP Projects		Year
		From	To	Previously	Upgraded Condition	
1	FM 156	US 81/287	Watauga Rd (McElroy)	2 lanes	4 lanes (TIP: LET: 9/2007)	2007
2	E. First St.	Beach St	Oakland Blvd	2 lanes	4 lanes (TIP: LET: 9/2007)	2007
3	SH 161	IH 20	Rock Island Road		6 frontage Roads	2008
4	Rosedale St.	South Riverside Drive	US 287	4 lanes	6 lanes (TIP: LET: 12/2007)	2008
5	BS 287 Rosedale St.	IH 35W	South Riverside Drive	4 lanes	6 lanes (TIP: LET: 12/2007)	2008
6	Precinct Line Rd.	SH 10	Concho Trail	2 lanes	4 lanes (TIP: LET: 3/2008)	2008
7	SH 26	Brumlow Rd	SH 114	4 lanes	6 lanes (TIP: LET: 5/2009)	2009

Source: TxDOT and NCTCOG: Transportation Improvement Programs and Mobility 2030, 2009 Amendment

Figure 7-1: Roadway Improvements 2007 to 2009



Table 7-2 describes the improvements planned for the roadway network in the study area between 2010 and 2015. The locations of these improvements are mapped in Figure 7-2.

Traffic Impacts: Of the improvements listed in Table 7-2, two are expected to have the highest traffic impacts on NTE Segments:

- The portion of SH 121 Southwest Parkway from southwestern Tarrant County to IH 30 (Project IDs 6-1 through 6-4), is expected to have a positive impact on Segments 3A and 3B by providing a faster, more reliable route to IH 35W.
- SH 170 Alliance Gateway improvements (Project IDs 9-1 and 9-2) will positively impact Segment 3C by attracting traffic to IH 35W from SH 114. In addition, the Alliance Gateway project will benefit Segments 3A, 3B, 1 and 2 by making IH 35W and IH 820 a more attractive option than SH 114 for travel to DFW Airport and points eastward.

Accommodation / Coordination: The projects listed in Table 7-2 were taken into account during traffic modeling. In addition, depending on the timing of design and construction of each project, tie-ins with the SH 170 Alliance Gateway project (Project IDs 9-1 and 9-2) may need to be considered in the final design and construction of Segment 3C.

Table 7-2: Road Improvements 2010 to 2015

Project ID (see Figure 7-2)	Project	Road Name	Road Section		MTP Projects		Year
			From	To	Previously	Upgraded Condition	
1	Dallas-Fort Worth Regional Outer Loop System	IH 20 (frontage roads)	Robinson Rd.	FM 1382	0 lanes	4/6 (FRTG)	2015
2-1		IH 30 - Dallas County	SH 161	East of MacArthur Blvd. (frontage roads)	No Road	4/6 (FRTG) (TIP: LET: 2/2008)	2015
2-2		IH 30 - Dallas County	SH 161	Loop 12	6 lanes	8 + 2/3 (HOV-R)	2015
2-3		IH 30 - Dallas County	Loop 12	IH 35E	6 lanes	8 + 2/3 (HOV-R)	2015
3		IH 30 - Tarrant County	Cooper St.	Ballpark Way	6 lanes	10 + 3 C-D (WB Only) + 2 (HOV-R) (8lanes tolled - TxDOT)	2015
4	Loop 12 / IH 35E	Loop 12	IH 35E	SH 183	6 lanes	8 + 2 (HOV-R)	2015
5-1	SH 114/SH 121 Funnel	SH 114	Kimball Ave.	SH 121 (W)	4 lanes	8 lanes separate managed freeway w/ 4 lanes - TxDOT) + 4 frontage roads	2015
5-2		SH 121	IH 635	SH 114	8 lanes	10 + 9 C-D (TIP: 4 lane separate freeway LET: 8/2007)	2015

Project ID (see Figure 7-2)	Project	Road Name	Road Section		MTP Projects		Year
			From	To	Previously	Upgraded Condition	
5-3		SH 121	SH 114	SH 360	4 lanes	6 + 7 C-D (TIP: 8/10 lane freeway, ramps & frontage LET: 9/2008) + 4 frontage rds	2015
5-4		SH 360	SH 121	Eules- Grapevine Rd.	4 lanes	6 lanes	2015
5-5		IH 635	SH 121	Royal Lane	6 lanes	10 lanes	2015
6-1	SH 121 Southwest Parkway	SH 121	IH 30	IH 20	0 lanes	6 lanes toll	2015
6-2		SH 121	IH 20	Altamesa Blvd.	0 lanes	6 lanes toll	2015
6-3		IH 30	SH 121	Henderson St.	6 lanes	8 lanes	2015
6-4		IH 30	Henderson St.	IH 35W	8 lanes	10 lanes	2015
7-1		SH 161	PGBT/Belt Line Rd.	SH 183	4 lanes	8 lanes	2015
7-2		SH 161	SH 183	IH 30	0 lanes	6 lanes toll	2015
7-3		SH 161	IH 30	IH 20	0 lanes	4 lanes toll	2015
8-1		SH 161/SH 360 Toll Connector	SH 161	Great Southwest Parkway (IH 20)	8 lanes	8 + 4 C-D toll	2015
8-2		SH 161/SH 360 Toll Connector	Great Southwest Parkway (IH 20)	SH 360 (IH 20)	8 lanes	8 + 4 C-D toll	2015
9-1		SH 170 Alliance Gateway	SH 170	SH 114	IH 35W	6 (FRTG)	4 lanes toll
9-2	SH 170		IH 35W	US 81/US 287		6 lanes toll	2015

Source: TxDOT and NCTCOG: Transportation Improvement Programs and Mobility 2030, 2009 Amendment

Figure 7-2: Road Improvements 2010 to 2015



Table 7-3 describes improvements planned for the road network in the study area between 2016 and 2025. The locations of these projects are mapped in Figure 7-3.

Traffic Impacts: Of the improvements listed in Table 7-3, two are expected to have the highest traffic impacts on the Project:

- The IH 820 Southwest Corridor (Project IDs 5-1 through 5-7) is expected to have a negative impact on Segment 3A as it serves as an alternate route between IH 820 in southwestern Fort Worth to IH 35W. However, this project will have a positive impact on Segment 3B, as it will drive traffic towards IH 35W north of IH 820.
- The extension of the HOV / managed lanes on SH 183 between DFW Airport and Dallas (Project IDs 9-1 through 9-3). will have a positive impact on the NTE Segments along IH 820 (Segments 1, 2W and 2E) by connecting directly to the Project and further facilitating travel to and from DFW Airport.

Accommodation / Coordination: The projects listed in Table 7-3 were taken into account during traffic modeling. No other accommodation is expected to be necessary.

Table 7-3: Road Improvements 2016 to 2025

Project ID (see Figure 7-3)	Project	Road Name	Road Section		MTP Projects		Year
			From	To	Previously	Upgraded Condition	
1	Dallas-Fort Worth Regional Outer Loop System	IH 20 - Dallas County	SH 161	Spur 408	8 lanes	10 lanes	2025
2-1		IH 30 - Tarrant County	Oakland Blvd	IH 820	6 lanes	8 lanes	2025
2-2		IH 30 - Tarrant County	IH 820	Cooks Lane	6 lanes	10 + 1 (HOV-R)	2025
2-3		IH 30 - Tarrant County	Cooks Lane	Cooper St	6 lanes	10 + 2 (HOV-R) (8lanes tolled - TxDOT)	2025
2-4		IH 30 - Tarrant County	Ballpark Way	SH 161	6 lanes	10 + 2 (HOV-R)	2025
3		IH 30 - West Freeway	Spur 580	IH 820 (West)	4 lanes	6 lanes	2025
4	IH 30/US 80 East Corridor	IH 35E - "Northern Link"	PGBT	IH 635	6 + 2 (HOV-C)	10 + 2 (HOV-R) + (2-3 frontage roads - TxDOT)	2025

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Project ID (see Figure 7-3)	Project	Road Name	Road Section		MTP Projects		Year
			From	To	Previously	Upgraded Condition	
5-1	IH 820 Southwest Corridor	IH 820/US 287	Meadowbrook Drive	US 287	4 lanes	8 lanes	2025
5-2		IH 820/US 287	US 287	IH 20	8 lanes	12 + 2 (HOV-R)	2025
5-3		IH 820/US 287	Berry St	IH 820 (US 287)	6 lanes	6 + 2 (HOV-R)	2025
5-4		IH 20/US 287	Forest Hill Drive	IH 820	8 lanes	10 lanes	2025
5-5		IH 20/US 287	IH 820	US 287	10 lanes	14 + 2 (HOV-R)	2025
5-6		IH 20/US 287	US 287	Park Springs Blvd	8 lanes	8 + 1 (HOV-R)	2025
5-7		IH 20/US 287	IH 20	Sublett Rd (US 287)	4 lanes	4 + 1 (HOV-R)	2025
6-1	Loop 12/ IH 35E	Loop 12	SH183	SH 356	6 lanes	8 + 2 (HOV-R)	2025
6-2		Loop 12	SH 356	IH 30	8 lanes	8 + 2 (HOV-R)	2025
6-3		Loop 12	IH 30	Spur 408	8 lanes	8 + 1 (HOV-R)	2025

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Project ID (see Figure 7-3)	Project	Road Name	Road Section		MTP Projects		Year
			From	To	Previously	Upgraded Condition	
7-1	Project Pegasus	SH 114 - Dallas County	SH 121	Spur 348	6 lanes	8 + 4 (HOV-C) + 4 continuous frontage rd lanes	2025
7-2		SH 114 - Dallas County	Spur 348	Loop 12	4 lanes	8 + 4 (HOV-C) + 4 continuous frontage rd lanes	2025
7-3		SH 114 - Dallas County	Loop 12	SH 183	4 lanes	6 + 4 (HOV-C) + 4 continuous frontage rd lanes	2025
7-4		SH 114 - Dallas County	SH 114	Luna Rd (Spur 148)	4 (ART)	6 lanes	2025
8		SH 114 - Denton County	IH 35W	SH 170	4 (FRTG)	6 lanes	2025
9-1	SH 121 Southwest Parkway	SH 183	SH 161	SH 114	6 lanes	8 + 4 (HOV-C) + (frontage - TxDOT) (TIP: LET: 1/2010)	2025
9-2		SH 183	SH 114	Trinity Parkway	8 lanes	10 + 6 (HOV-C)	2025
9-3		SH 183	Trinity Parkway	IH 35E	8 lanes	6 + 2 C-D toll (3 concurrent managed lanes - TxDOT)	2025
10-1		SH 360	IH 30	Abram St	6 lanes	8 lanes	2025
10-2		SH 360	Abram St	IH 20	6 lanes	8 lanes	2025

Source: TxDOT and NCTCOG: Transportation Improvement Programs and Mobility 2030, 2009 Amendment

Figure 7-3: Road Improvements 2016 to 2025





7.4 Projects with Localized Short-Term Impacts (2011-2014)

Table 7-4 describes additional projects listed in NCTCOG's 2011-2014 Transportation Improvement Program (TIP) that are in the vicinity of the Project. The locations of these improvements are mapped in Figure 7-4.

Traffic Impacts / Accommodation: Traffic impacts of these projects are expected to be minimal, but some accommodation or coordination during final design and construction may be necessary depending on the construction timing of each project, as shown in the far right column of Table 7-4.

Table 7-4: 2011-2015 NCTCOG TIP - Projects with Localized Short-Term Impacts

Project ID (see Figure 7-4)	CSJ	Funding Category	Highway / Roadway	Letting Year	Limits From:	Limits To:	Cost (Millions of \$)	Description	NTE Impact: Segment(s) Affected and Type of Impact)	Positive (Yes / No)	Description of Accommodation or Incorporation (During development and after completion)
A	VII-23, 2008 0014-15-033 TIP Code: 53029	02 – Metropolitan Area Corridor Projects	US 287	2015	FM 3479 (Harmon Rd.)	South of proposed NTP crossover	\$2.1	Reconstruct northbound frontage road and exit ramp south of FM 3479 (Harmon Rd.), Phase 1B	Segment 3B: Minimal	No	Minimal impact – improvement to general transportation infrastructure
B	VII-24, 2008 0014-15-034 TIP Code: 53030	02 – Metropolitan Area Corridor Projects	US 287	2015	FM 3479 (Harmon Rd.)	Southbound entrance ramp	\$2.3	Construct turnaround from northbound to southbound US 287 at North Tarrant Parkway. Reconstruct existing southbound frontage road from FM 3479 to US 287	Segment 3B: Some – close proximity to Facility	Yes	Minimal impact – improvement to general transportation infrastructure allowing more accessibility to Facility
C	VII-24, 2008 0014-15-035 TIP Code 53031	02 – Metropolitan Area Corridor Projects	US 287	2015	Entrance/exit ramp (north)	FM 3479 (Harmon Rd.)	\$2.3	Reconstruct northbound and southbound frontage roads between ramp and FM 3479	Segment 3B: Minimal	No	Minimal impact – improvement to general transportation infrastructure
D	VII-24, 2008 0014-15-036 TIP Code 53032	02 – Metropolitan Area Corridor Projects	US 287	2015	North of FM 3479 (Harmon Rd.)	North of IH 35W Interchange	\$2.5	Construct auxiliary lane from northbound entrance from FM 3479 and IH 35W to North Tarrant Parkway; auxiliary for southbound exit to FM 3479 and entrance from North Tarrant Parkway	Segment 3B: Direct	Yes	Auxiliary lanes allow more capacity to Segment 3B Managed Lanes. Depending on timing, improvements to general infrastructure may require coordination during final design and construction.
E	0902-48-994	02 – Metropolitan Area Corridor Projects	New Rail Connection	2011	DFW International Airport	Cotton Belt Railway	\$36.6	Construct new rail connection for seamless connection to DFW International Airport – intermodal connection to Cotton Belt Line	Segment 2E / All Segments: Minimal	No	Improvement to rail transit connection to DFW International Airport that may act as an alternative.
F	0902-48-684	05 – Congestion Mitigation and Air Quality Improvement	Richland Hills Park and Ride Enhancements	2009	Burns St. / Trinity Blvd.	Handley-Ederville Rd.	\$1.0	Intersection improvements and minor parking expansion	Segment 4: Minimal	No	Minimal impact – facilitation of transit operations along IH 820 Segments

Project ID (see Figure 7-4)	CSJ	Funding Category	Highway / Roadway	Letting Year	Limits From:	Limits To:	Cost (Millions of \$)	Description	NTE Impact: Segment(s) Affected and Type of Impact)	Positive (Yes / No)	Description of Accommodation or Incorporation (During development and after completion)
G	0902-48-712	05 – Congestion Mitigation and Air Quality Improvement	Richland Hills Siding / Double-Tracking	2008	West of Minnis Dr. grade crossing	East of Handley-Ederville grade crossing	\$7.5	Add second track on south side of existing and upgrade the class 1 siding at Richland Hills	Segment 4: Minimal	No	Minimal impact – improvement to general transportation infrastructure
H	0902-48-956	06 – Bridges	IH 820	2013	NB/SB over West Fork Trinity River	N/A	\$31.5	Widen from five to six lanes and replace bridges as a part of the IH 820 Corridor improvements	Segment 4: Direct	Yes	Facility overlaps Segment 4 – coordinate during development and construction. Improvement to general transportation infrastructure allowing more capacity to Segment 4.
I	0902-48-708	07 – Metropolitan Mobility / Rehabilitation LC – Local Contribution	Golden Triangle Blvd.	2009	IH 35W	US 377	\$28.9	Widen from two-lane to four-lane urban divided with accommodations for an ultimate six-lane facility	Segment 3C: Minimal	Yes	Minimal impact – improvement to general transportation infrastructure allowing more capacity to Facility
J	0902-48-960	07 – Metropolitan Mobility / Rehabilitation	East Cotton Belt Passenger Rail Line	2009	Fort Worth Intermodal Center	Tarrant County Line	\$0.6	Construction of key east-west passenger rail link across Tarrant County linking several member cities to each other and to DFW Airport	Concession Facility, Segment 3A, All Segments: Minimal	No	Improvement to rail transit connection to DFW International Airport that may act as an alternative. Coordination may be necessary for crossing of Segment 3B
K	0081-12-039	10 – Supplemental Trans. Projects LC – Local Contribution	IH 35W	2010	At North Tarrant Parkway	N/A	\$1.5	Install turnaround bridge for IH 35@ southbound, on north side for Texas u-turn	Segment 3B and 3C: Direct	Yes	Facility overlaps Segment 3B – coordinate during development and construction. Improvement to general transportation infrastructure allowing more capacity to Segment 3C.
L	TIP Code 52528	10 – Supplemental Trans. Projects	Precinct Line Road	2012	SH 10	Trammel-Davis	\$3.8	Widen from two lanes to four lanes divided	Segment 4:	No	Improvement to arterial along Segment 4 will create four lanes from Trammel-Davis to SH 183, so it may be attractive as an alternate route

*pending Congressional appropriation

Figure 7-4: 2011-2015 NCTCOG TIP - Projects with Localized Short-Term Impacts

